

THE returns of the number of visitors to the City Hall Museum for the week ended May 25th are:—Europeans, 155; Chinese, 1,667; total, 1,822.

Mr. and Mrs. Bruce Hart arrived at Shanghai on the 19th inst. from Tientsin by the steamer *Hutchinson*, and left for Europe the next day by the German mail steamer *Karlsruhe*.

A SAN FRANCISCO contemporary says the Queen evidently thinks if she can get the Kaiser to take an interest in Cows it will keep his taste in live stock from becoming too partial to Boers.

PRIVATE letters received in Shanghai contain the intelligence that the bubonic plague has reached South Formosa and is raging in Amoy and Taiwan, where the mortality is already great.

A CONSULTATION has been held between Victoria Chamber of Commerce and Tientsin Railway Company, the outcome of which is that Tientsin is to be appointed director of the Hupai ironworks.

THE FRENCH COMMERCIAL MISSION.

M. EMIL ROCHER INTERVIEWED.

Eight short months have now elapsed since a French Commercial Mission, otherwise *la Mission Commerciale*, left the shores of *la belle France* under the experienced leadership of Monsieur Emil Rocher, the distinguished sinologist, traveller, and diplomat. Eight months, when one is busy, is soon relegated to the irrevocable past, yet in this short space of time the French Commercial Mission has accomplished a vast amount of useful and difficult work in the densely populated districts of Tonkin and the busy and little known southern provinces of the greatly overrated Celestial Empire. A few weeks ago one of our correspondents reported the arrival of M. Emil Rocher and his illustrious colleagues at Chungking, and since then the commercial world has been looking forward with interest to the receipt of information respecting the result of the enterprise and far-sightedness of our Gallic neighbours, whose example, by the way, has not been emulated by British merchants, though it must be conceded, of course, that the Blackburn and a few other English Chambers of Commerce have indulged in a good deal of talk, some of it rather tall, on the subject. The fact of the French Mission, as we are informed, having turned out a complete success while the British Mission is still in embryo will doubtless enhance the value of reliable information relative to the labours of the former—especially as far as British, German, and other merchants are concerned—such as we are now in a position to furnish to our readers through the courtesy of M. Emil Rocher (who, it may be added *en passant*, is a brother of the present Commissary of Customs at Shanghai) who kindly granted an interview to a representative of the *Hongkong Telegraph* shortly after his arrival here, by the Messageries Maritimes steamer *Sydney*, this morning. M. Rocher, as above stated, came out to the East as Chief of the French Mission and he is now on his way back to France, having left his colleagues at Chungking owing to his physician deeming it expedient that he should obtain much-needed rest and recreation after the incessant and difficult labours of the past eight months.

Sitting in an easy chair on the quarter-deck of the huge and speedy liner our representative found the distinguished voyager in a thoughtful mood. He had been reading what looked like a popular French weekly, but had laid it aside and was for the moment probably speculating on the probabilities of what he had read being based on absolute fact, and whether or not it is reasonable to assume that there is such a thing as a limit to human credulity. Be that as it may, however, the mass of letters, with the courtesy for which his countrymen are justly noted, on the approach of the inevitable interviewer cast the book and thought thereof to the winds, and invited the visitor to take a seat, make himself quite at home, explain his errand in as few words as possible, and rest assured that the *Telegraph's* readers would be welcome to whatever information it lay in his power to vouchsafe. Thus kindly received and assured of success from the outset, the interviewer commenced to question Monsieur Rocher, who responded, in substance, as follows:—

Our mission consisted of twelve members, including myself. Their names, and the districts, Chamber, or special duty assigned to them, may be set forth thus:—
Monsieur Dubreuil, Navy Department.
Monsieur L. Bregier, (Secretary General), Lyons.
Monsieur H. Roband, Bordeaux.
Monsieur H. Scalland, Lyons.
Monsieur R. McNeil, Lyons.
Monsieur A. Antoin, Lyons.
Monsieur G. Duclos, (Mining Engineer), Lille.
Monsieur A. Viol, Lille.
Monsieur E. Rioult, Rouanne.
Monsieur H. Waelles, Roubaix.
Monsieur W. Groux, Valenciennes.
Monsieur Emil Rocher, Consul and Chief of the Mission.

Continuing, M. Rocher said:—We left Marseilles on the 15th September last, bound for Saigon and thence via Haiphong and the Red River to Mongtzu, the frontier Customs station, and from Mongtzu through Yunnan and Szechuen to the latter being the northern limit of our wanderings in China. In Tonkin we visited the coal fields, inspected the silk factories, such as they are, and studied the home and foreign trade of the colony. Our object was to note and report on all we saw and we are not expected to criticise or make suggestions. All that the people at home want is reliable information respecting the trade of the places visited, and what we shall be able to furnish them with. We entered Yunnan by ascending the Red River from Hanoi, travelling via Loekay and Mahang and entering China at Mongtzu on the Tonkin-China frontier. We travelled together to the famous cities of Yunnan and Szechuen, but as it was necessary, with a view to saving time, for us to form ourselves into two parties we did so, one section going east, through Yunnan into Szechuen, the other direction journeying through Kweichow and Szechuen. In the province of Yunnan we saw nothing, or rather next to nothing, worthy of special mention. The province appears to have nearly recovered from the effects of the Mohammedan Rebellion, which is described in detail in my *La Province de Yunnan*. Vast tracts of the land are devoted to the cultivation of the poppy, a great deal more poppy being seen than rice or other cereals. The province is fairly cultivated and the people are friendly. The natives give the preference to the cultivation of the poppy because it yields better returns than the raising of rice, etc., the difference being sometimes from 1 to 5 per cent. When we were journeying through Tientsin on

our way to China the missionaries said we should meet with a most unpleasant reception in Yunnan owing to the excitement and ill feeling caused by the rebellion not having quite died out and the probability that our advent would be regarded as a danger to the masses. I am happy to say that the reception was the reverse of hostile. My presence as Chief of the officials and people, with the demonstration of the officials and people, for four years previously, with the Consul for France at Mongtzu, I was on very good terms with the officials and found the people friendly. In 1870 I was in the service of the Government of China. Then I left it and joined my Government and in 1885 and the three years following I was Consul in Yunnan. In Yunnan I noticed a great increase in the population, though the population is capable of more extensive cultivation were the people there to till the soil. At present the population of Yunnan does not, I think, exceed 15,000,000, though at one time it must have numbered between 30 and 40 millions. All the clothing of the people consists of home-spun stuff, silk and cotton, chiefly cotton goods. The mode of manufacture is most primitive and the raw material in most cases consists of Bombay yarn. In Szechuen the people were grossly offensive. They appeared to think we had come to settle some missionary difficulties, and it was not easy to disengage their minds, although the Central Government had sent orders ahead of us that we were to be treated with the utmost courtesy everywhere. Occasionally the officials were not polite, but I was able to detect any traces of ill feeling and promptly demanded in each case explanations and apologies, which were soon given. Since the war the demeanour of the officials and people towards foreigners has improved—they are not so arrogant and listen quicker to reason and common sense. Of course the mode of living and the daily needs of the people have changed, but just the same as they were thirty years ago. Tea, however, is not so easily supplied as of yore for the all-sufficient reason that the cultivation of the poppy being more profitable than the raising of rice, wheat, or millet the people extend the area under poppy every year and the result is that the danger of famine, in the event of serious drought, may now be regarded as practically omnipresent. This is particularly the case in Szechuen. A good deal of white and yellow silk is produced in Szechuen, and at Chengtu, in Szechuen, silk piece goods are manufactured on a fairly large scale. There are about 4,000 looms in the city, but the industry is carried on more as a purely home industry and in a petty way than in the reverse of creditable to the parties directly concerned. The silk goods manufactured here compare unfavourably with the silk piece goods turned out at Soochow and Canton, the mode of "reeling" being probably accountable for this. Szechuen is completely overpopulated, although there is of course plenty of labour in raising opium, rice, wheat, beans, and tobacco. At Chengtu the winter upwards of 10,000 people daily receive from the authorities an allowance of rice, and what is not given them they would assuredly starve to death. Neither mules nor ponies are seen in this province; the country could not support them. In Yunnan there are any amount of mules, ponies, and pack oxen and in some parts carts drawn by oxen. Of the three provinces visited I consider Szechuen the best, but unfortunately it is grossly overpopulated. In this province I saw a peculiar kind of brick tea being manufactured. It is a very cheap tea and is manufactured solely for the Tibetan market. The people of Szechuen drink a coarse black tea, which comes from Yunnan. This tea does not compare favourably with the common grades of Szechuen tea. It is grown too far away from foreign markets to justify speculation in it. I have spoken of this article as tea, but I should be nearer the mark were I to describe it as *native medicine*. The Chinese call it *gushu* and it is taken to Hongkong and Canton. *Wid* Tonkin, where it is sold as medicine. *Pu-erh* Tea, worth about 15s. 23 at Yunnan-fu. Talking of Yunnan-fu reminds me that the silver mines of the province of that name are worked in a half-hearted manner. It is worked, if I may use the expression, in *ingots*, not in *shoes*. Since the rebellion the Government has been very cautious about opening the mines, for, as I explain in my work on Yunnan, the rebellion has its origin in the disputes arising out of mining affairs.

When did you arrive at Chungking?
On the 25th March.
When will your colleagues have completed their study of the country?
Probably in about two months.
How about the cotton mill reported as being likely to be erected at Chungking, under official auspices?
When I was there it was reported the Governor of the province had agreed to contribute 300,000 taels towards the cost of the mill, but the prospect of the native merchants subscribing the balance was anything but bright. They certainly have no confidence in the enterprise, turning out a success and the Bombay yarn and their requirements. It is also suggested that it will be well for the producers to see to it that they can get plenty of raw material in the province, which is at present more than doubtful.

Owing to lack of space and time we are obliged to hold over till to-morrow the rest of our report of this interesting interview. In our next issue it will, however, be concluded, with M. Rocher's opinion on the much-expected question of Transi Passes, and his suggestions, novel and practical, for a solution of that well-nigh insuperable difficulty.

SERIOUS AFFRAY IN THE HARBOUR.

ONE WAY TO STOP A RIOT.

Yesterday, soon after noon, there was a serious riot on board the German steamer *Martha*, being shot by the second engineer, one of them being seriously injured. It appears that a gang of coolies who were discharging the cargo were rather slow in obeying the orders of the second mate to close the hatches during one of the many passing showers, and to hurry them up one of the coolies was stopped. Hereupon all the stevedores' men stopped work and, amidst cries of "to, to," made for the second officer with carrying poles, hatch doors, or whatever weapons they could seize. This officer was in great danger of serious injury when the mass of men, struggling men, rushed into the main of struggling men, the turbulent and mutinous coolies. The stopped the fight, the coolies scattering in all directions, leaving two of their number wounded on the deck. One was seriously wounded in the back and the other has a nasty flesh wound in the thigh. Immediately after this the Police flag was hoisted, and in response Inspector Hanson of the Water Police was quickly on board. Having heard the statement of the officers he took the wounded men to the Hospital and arrested the second engineer. The latter was brought before Captain Hastings this morning and remanded for a week in order that the wounded men might give their testimony when their wounds have healed.

THE OUTRAGE AT KIANGYIN.

The *Kiangyin* correspondent of the *N. C. Daily News*, writing from Chinkiang on the 19th inst., gives the following account of the unravelling of the plot which led to the missionaries' house being looted and themselves being driven away, and the ruse of the leader of the riot to have revenge on those who exposed him:—

MOVING THE OFFICIALS.

On the morning after the riot at Kiangyin the missionaries were visited at the forts by some representative neighbours. They said that those who were near us and those on our street believed that the whole affair had been got up by the quick doctor and they were going to find out the truth of the matter for us. We left on the 19th for Chinkiang and on the 19th laid the whole case before General A. G. Jones, U.S. Consul. He took the case up in an efficient and vigorous manner. The Taotai's yarn was soon in a state and a telegram was sent to the Consul-General at Shanghai, while a statement was sent off by mail. In due course the Taotai's replies were received, and his deputy came for an interview with the missionaries. Under the vigorous action of the Consul the officials were kept moving. They asked only time to go and make an enquiry and offered to make all restitution, and punish the guilty persons. The deputy was sent off post haste by the Taotai to make an enquiry. Not letting the matter rest here as he might well have done, the Lieutenant-McLean, from the *Seaton*, was deputed to visit Chinkiang and make enquiries into the case and report to his commanding officer. In the meantime the ship is being got in readiness for service, so that the missionaries are much pleased with their constitution. As to the standing of the case at present,

the people who promised to unearth the plot against us have kept their word. A member of the family, a very shrewd woman, by the use of her opium shop had the whole plot divulged by one of the accomplices. On the 15th of the Chinese third moon a neighbour's child died and was duly buried. This accomplice, with the quick doctor, who had told him that the missionaries would give \$20 for the dead body, went to the night of the grave and took the body out, and just before daylight on the 25th of the Chinese moon, 7th May, the body was buried in the mission compound. It was on this morning that they were disturbed by a neighbour calling "thief!"

On the night of the riot the mother of the dead child went to the grave to burn incense and saw the coffin had been opened. The missionaries' friends heard of this and influenced the woman to make a row. An examination was made by the *Huao*, and then the woman went to the gate of the yamé and began to appeal for revenge on the quick doctor for having stolen her child. Having thus gained entrance to the official the whole plot as divulged by the woman began the sad part of the story and the despatch of Chinese justice appeared. The quick doctor knew who had found out the plot and that the family had shown themselves especially friendly to the missionary cause, so in making his confession he implicated the eldest son, saying that he too had a part in the affair. This man was then arrested, and being unable to make him confess the official ordered the torture to be applied. This was done several times, when the poor fellow, who is not physically strong, said he would confess to it. He was in the state of the torture might be stopped. He was then released and thrown into prison.

And so it has always proved that those who have befriended and assisted the missionaries are made to suffer at every possible chance, and excuse the officials can find. Knowing who had created the trouble, knowing who unearthed the plot, knowing that their own case was so very weak, knowing who had been the friends of the missionaries, the officials take the lowest and meanest form of spite. He cannot injure the foreigners any more than has been done, so he will injure the cause of the missionaries by making an innocent man who has been their friend suffer and thus cause others. The Taotai's deputy has not yet returned, but the Consul expects him not yet, and the settlement of the case. The demands that he will make at the proper time will be ample satisfaction to the missionaries. When these are made, and your correspondent is able, without betraying a certain amount of confidence, they shall be duly reported to you.

THE RUSSIANS IN CHEFOO.

MESSRS FERGUSON & CO'S FORS AORE.

The Chefoo correspondent of the *N. C. Daily News*, under date of the 19th inst., gives the following very lucid *resumé* of the recent difficulties there:—
The recent Russian telegram, in which Chefoo is so conspicuously mentioned, has fixed the degenerative process initiated during the Chinese-Japan war; our native modesty, proper to the dwellers in an outpost, has long lost its bloom, and is now a thing of the past. We feel that we are in the front of the world's stage, that history is being made under our eyes, and that the world has at last found its proper habitation. I have passed over a whole page of the judicious, and your readers have a right to this information as is obtainable. Every body in China knows the tenure on which land is held by foreigners in a place like Chefoo, where there is no concession. A very small land-tax, which may or may not be commuted, illegal though this is, is paid annually to the Imperial authorities; and if it be on a river or on the land, and so liable to increase or decrease, the land tax is correspondingly increased or lessened, the holder having an unquestionable right of pre-emption over any accretion which river or sea may make to his property. In Chefoo most of the foreign property is in land which has accreted, and is still accreting, from the sea. Most Messrs Corvabé's and Messrs Fergusson's properties, which are contiguous, are bounded on one side by high-water level and on the other by the sea. The sea level and through each has generously given the property to form a high road, this does not constitute the said road the property of the holder, in question, as is so audaciously maintained by the would-be grabbers of other people's land. Messrs Corvabé & Co. recently exercised their right of pre-emption over the accreted land pertaining partly to their own original property and partly to an adjacent strip which they acquired for a very substantial sum, and have built a godown on the said accretion. This has been done as an unwarrantable encroachment on their part, though it is merely the exercise of a right accorded alike by British and by Chinese law and custom; though the unlucky Chinese, ground between the Russian and British millstones, now pretend that it is a matter rather of favour than of right. In January, 1896, Messrs Corvabé & Co. wished to follow Messrs Fergusson's lead, and buy the land which the sea had added to their property; but the Chinese refused, emphatically declaring that the land was not

for sale. However, Russian pressure modified this position of theirs; and, after refusing the British firm's request, the Taotai calmly notified that he had sold the land to people who had no such right as those whose similar request he had so summarily rejected. We were all interested to learn from one of your correspondents that the imposing display of Russian naval force had to do with this question, but was a little indisposed to believe that the thousands of armed men aboard the *Kwail*, *Pamlat Asota*, etc., with their powerful armaments, torpedoes, etc., felt themselves unable to cope with the resistance which Messrs Fergusson & Co.'s staff, though but ill-armed as it is, could offer; unless they had the U.S. squadron to pit also against the Chinese forces, and a dozen small schooners, one smaller cutter, and a dozen small gunboats. Doubtless, however, they had heard of the Chinese Volunteers, who so awed the natives in January, 1895.

FURTHER EXPLOITATION OF KOREA.

Russia has not shown her hand in Korea without due preparation. We have received information from unquestionable sources of the further steps proposed to be taken with regard to the exploitation of the peninsula. Some short time ago we announced that a concession for a line of railway from Chemulpo to Seoul had been granted by Mr. Morse, of the American Trading Co. This was a genuine genuine concession with no political aims at bottom, and comparatively little comment was made. It was looked upon as an augury of a genuine opening of the country. Russia it is well known has been desirous of carrying her Khabarovsk-Vladivostok line to Fusan, or, in default of that meeting acceptance, would have been content with Gouan as a terminus. She has, however, engaged not to occupy any part of Korea, and has apparently refrained from pressing the concession. We now hear that, amongst the projects urged on the Korean Government, in addition to the line from Chemulpo to Seoul, three main lines to the capital have been contemplated:—first, to Gouan, second to Fusan, and a third by Pingyang to Wiju on the Yalu river, close to the boundary of Manchuria. The Japanese Government, having been pressing the concession of the Seoul-Fusan line, but in the altered position of affairs are not in favour, and Russia is said to oppose the grant. The lines to Gouan and Wiju have been applied for by the French Government and it is stated that the concession is in a fair way of being granted. As France has no interests in Korea it is apparent that it is only as *locum tenens* for Russia this move has been made. The effect of carrying a line from the Yalu to Seoul would be, of course, to place the entire peninsula in the power of Russia, as that power by a comparatively short branch could connect it with her contemplated line to the Gulf of Pechili. It is ridiculous to suppose that these lines are made with a prospect of profit and the more than once been justified—*Mercury*.

IMPENDING EVENTS.

That Russia is not likely to go unrewarded for her chivalrous help rendered to the King of Korea goes without saying. Russia has, in fact, been playing the part of public benefactor, in course, the most disinterested manner. She has saved Shinkiang for China and plucked Korea from Japan as a brand from the burning. She has come to the rescue of the former and guaranteed, unasked, her loss, and she has served the Empire from the perilous hands of England and the enticing eyes of Germany. Such conduct, in Russian eyes at least, deserves reward, and when she asks for reward she is determined she shall get it. The Trans-Manchurian railway is nothing new; it has been denied so many times that there can be no further doubt about it. But Arthur as a Russian arsenal may not yet be so secure, but in either case the possession of a coal mine all the way from the Yalu to Port Arthur and the new railway, in the case of any little unpleasantness with Japan, would be handy. The Russian Admiral of the station has been visiting Peking, and by all accounts his main object was to make arrangements about these details. Shinkiang has coal mines hitherto scarcely worked, and there is reason to believe that the Admiral has come to terms for an exclusive concession of the right of working these coal beds. In Korea, again, Russia has been idle; the eastern spur of the Chosen railway is reported to be rich in gold and other mineral wealth. Here, again, the proximity to Russian possessions is a recommendation, and we have every reason to believe that a monopoly of the mines of Kiangsu is one of the rewards stipulated for Russia in this matter being generous, as previously in Liaotung, but not at her own expense. Germany has hitherto been left out in the cold, so Russia has permitted the gold mines of Pingtung to be ceded to her. Now, it is to be feared, the cession of the northern boundary mountains of China, extending through Manchuria and reaching the Chongchian, and that Russia and Germany have been keen eyes on them for some time. The opinion of these mines has been often pressed on China, but refused on various grounds. Now, however, these concessions of exclusive rights of working mines have a suspicious flavour about them. China is apparently bent on committing political blunders, but before the final act she is preparing as so critical that it is well to be in the death. Things are meanwhile becoming critical, and as it is usual in such cases, France is put forward to raise a smoke elsewhere. So we hear of further diplomatic requests in Egypt. From past experience we may expect to hear of a further step on the part of Russia—*Mercury*.

PROPOSED INVASION OF BATTAMBONG.

The Battambang correspondent of the *Malay* describes the state of affairs as becoming less satisfactory daily and continues:—Notwithstanding the grave events which have lately transpired, the Siamese Government has done nothing, and continues to give Phya Kothakorn a free hand, of which he takes advantage. And the French Government having done nothing, M. Roland's position will be untenable if he does not come back with extended powers and a small detachment of troops to enforce his demand. It is not to be said that the death of Phya Kothakorn is not a loss to the Siamese, but it is a loss to the French people. "One of them is dead, and there will soon be another." All the Cambodians, "Annamites," etc., who have the right to French protection await with impatience the return of M. Roland to relieve them from the persecutions of Phya Kothakorn and his officials. I fear, alas, their expectations are in vain, and that the French Commissioner will not come back with the necessary powers. The Siamese, since the late convention was signed, almost all the natives, knowing what is brewing, are absolutely writhing in agony. Some of the robbers entered my house during the night, I hid on the roof and watched, and the others

decamping. On examining the wounded man I recognised him as one of the blackguard laffers in the pay of Phya Kothakorn. Later, the telegraphist's servant, was slashed with a knife, and his assailant was recognised as one of the same band. Every day affairs of this kind transpire, and the perpetrators are always Phya Kothakorn's people."

BLACK PLAGUE ON THE "COPTIC."

On the 17th inst., upon the arrival of the steamer *Coptic* from Hongkong at Nagasaki, it was reported that a case of plague had broken out on board her. The vessel after coming into harbour had turned round and anchored behind Meguro Point, where she now lies. It appears that a Chinese passenger was ill with symptoms resembling bubonic plague. He was immediately removed to the quarantine station and died at a little after 3 p.m. The passengers and mails will therefore have to be landed and disinfected, while the vessel will have to remain in quarantine until the 25th instant. She has 33 European and 530 Chinese passengers this trip.

While going to press we learn that the above is somewhat incorrect. While examining the passengers, the port doctor, Messrs. Omi and Tashiro, had their suspicions aroused by the appearance of the man and took him ashore with them to the quarantine station, where a microscopic examination revealed the plague bacillus. He was at once put under treatment, but expired a little after two p.m.—*Nagasaki Rising Sun*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MORE SANITARY BUNGLING!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—During the past few days one of the police steam launches, the *Hong Cheong*, and a Hakkia boat, No. 311, were engaged two or three times a day in bringing "dead boxes" and ambulances from across the harbour, landing them at the Harbour Master's jetty. They were afterwards carried by coolies through the most densely populated part of the city, to the disgust and horror of the public, to the Tungwa Hospital. There the dead bodies were turned out of the "dead boxes" and laid on the floor of a certain part of the Hospital, awaiting the examination and orders of the Colonial Surgeon before being closed up in coffins prior to burial. I am told that sometimes the dead bodies are lying about in the Tungwa for hours before the Colonial Surgeon comes to pass the verdict. Surely, for the sake of the health of the patients as well as for the benefit of the great number employed in the Hospital, I think the Tungwa should be the last place for the plague carrier to be dumped in. Why don't they have them conveyed to the Government Hospital or Kennedy-town? It would be, I should think, more convenient for the Colonial Surgeon to examine them there. I wonder why the Tungwa Hospital Committee allows such dead bodies to be admitted without strong protest?

In view of the heat of the sun at this season of the year, and for the sake of justice and common-sense, it seems to me that it is but right that the "dead boxes," instead of being landed at the Harbour Master's jetty and carried through the heart of the city, should be conveyed by steam-launches straight on to Kennedy-town and there be examined and buried. During the year 1894, when the western part of the city was reeking with plague, persons proceeding from the West to the East carrying parcels or bundles of clothing or baskets of eatables under their arms were not allowed to pass through Queen's Road near the barracks for obvious reasons. Why, then, are the "dead boxes" landed and carried through the city to the danger of the health of the general public? It is to be hoped those in authority will well consider this matter and direct that the "dead boxes" be landed at Kennedy-town in future instead of, as at present, at the Harbour Master's jetty.

HEALTH BEFORE ALL THINGS.

Hongkong, May 25th, 1896.
P.S.—9.30 a.m. Just after finishing the above, the Hakkia boat No. 311 came alongside the Harbour Master's jetty again in tow of the steam-launch *Hong Cheong*, with another half-dozen "dead boxes" which were carried off through "the madding throng" as per usual.

COMMERCIAL NEWS.

HONGKONG SHARE MARKET.

Messrs Benjamin, Kelly and Potts report as follows in their *Share List* issued at 5 p.m. to-day:—
The market has continued to show a very strong tone and although dealings have not been on a large scale, there is every promise of more activity in the near future.

BANKS.—Hongkong and Shanghai Banks have ruled very low and only a few small sales at 18 per cent. premium have been effected. Shares are required for on time, but are obtainable at the rates offered. Nationals and Bank of China remain unchanged.

MARINE INSURANCES.—Unions have improved still further and sales at \$225 have been made, the stock closing in demand. China Traders have again changed hands in small lots at \$75. Straits have been sold at \$28 and \$29, and are obtainable at the latter rate. For December sales have been effected at \$31 and \$32.

FIRE INSURANCE.—Hongkong Fire remains steady at \$337. China Fires are offering at \$631.

SHIPPING.—A fair number of Hongkong, Canton and Macao Steamboats have been taken off the market at \$34, but shares are still obtainable. Indo-China have, in consequence of the receipt of a telegram stating that a dividend of 8 per cent. would be proposed at the general meeting of shareholders, experienced a sharp rise and after sales at \$67 have been placed at \$70 and \$71, and for August at \$73. At the close shares have been sold in small lots at \$67. Douglas Steamships have been in strong demand and after small sales at \$55 and \$56 have been sold at \$58 and for September at \$60, the market closing firm with further buyers.

REVENUES.—China Segars have been placed at \$175 and \$172 and are required for on time, but the rates offered do not tempt holders. Licenses are asked for at \$67, but none are obtainable except at a considerable advance.

MISCELLANEOUS.—Green Islands have been taken off the market at \$15. H. G. Brown have been placed at \$122 2/2 the dividend of 50 cents per share paid on the 22nd inst. Hongkong Electric have been sold at \$625. Sales of Ropes at \$190 are reported. Fenwicks have advanced to \$351, at which rate a fair number of shares have changed hands.

HONGKONG VOLUNTEER CORPS.

The annual carbine competition of the Hongkong Volunteer Corps took place yesterday at the Kowloon ranges. The full scores are not yet in, but the following are the winners of the Ladies' Prize (presented by Miss Bain) and Ladies' Nomination, the prizes in which were presented by Mr. Chapman:—
LADIES' PRIZE.—Seven shots at 200 yards. Position standing.
Winner, Score.
Sergeant Lowrie (nominated by Mrs. Lowrie)..... 25
(Prize presented by Sergeants of the Field Battery)

LADIES' NOMINATION.—Seven shots at 300 yards. Position any.
Winner, Score.
1st.—Sergeant Lowrie (nominated by Mrs. Lowrie)..... 28
(Prize presented by Sergeants of the Field Battery)

2nd.—Gunner White (nominated by Miss Brown)..... 16
(Prize presented by the Battery Sergeant-Major)

3rd.—Gunner Brown (nominated by Mrs. Brown)..... 26
(Prize presented by Non-Com. Officers, Maxim Gun Co.)

4th.—Lieut. Chapman (nominated by Mrs. Chapman)..... 25
(Prize presented by R. Jones Hughes, Esq.)

5th.—Gunner Recklin (nominated by Miss Mabel Humphrey)..... 25
(Prize by Hongkong Volunteer Corps)

6th.—Corporal Smyth (nominated by Mrs. Smyth)..... 25
(Prize presented by N. J. Eds, Esq.)

7th.—Gunner Stewart (nominated by Mrs. Stewart)..... 24
(Prize presented by Lieut. Chapman)

8th.—Sergeant Thompson (nominated by Miss Plummer)..... 24
(Prize presented by Hongkong Volunteer Corps)

9th.—G. P. Lamont (nominated by Mrs. G. P. Lamont)..... 23
(Prize presented by Wang Hing Deas)

10th.—Gunner Deas (nominated by Miss Deas)..... 23
(Prize presented by Lock Hing)

11th.—Sergeant Haywood (nominated by Mrs. Haywood)..... 21
(Prize presented by Wing Cheong)

12th.—Sergeant Mallard (nominated by Mrs. Jones Hughes)..... 20
(Prize presented by As Tick)

SHIPPING AND MAIL NEWS.

MAILS DUE:

Tacoma (*Strathmore*) to-day.
American (*City of Peking*) 26th inst.
Eosilab (*Katani*) 26th inst.
Indian (*Arcton*) 26th inst.
Canadian (*Empress of China*) and prox.
German (*Prins Heinrich*) and prox.
American (*Doris*) 26th inst.
American (*Chong*) 13th prox.
Tacoma (*Tacoma*) 13th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Yokohama yesterday, and left again for this port to-day.

The Canadian Pacific Railway Co.'s steamship *Empress of Japan*, from Hongkong 26th inst., arrived at Nagasaki at 3.30 p.m. yesterday, and left again at 4 p.m. to-day.

The Ocean Steamship Co.'s steamer *Polyphenus* left Singapore for this port this morning, and may be expected here on or about the 31st inst.

The P. M. S. S. Co.'s steamer *China*, with mails, etc., left San Francisco for this port, via Honolulu, Yokohama, and Nagasaki, on the 20th inst.

The Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Arcton* *Ager*, from Calcutta, left Singapore for this port on the afternoon of the 23rd inst.

The P. & O. Co.'s steamship *Katani* *Blind*, with the next English mail, left Singapore for this port at 2 p.m. yesterday, and may be expected here at noon on the 30th inst.

The China Mutual S. N. Co.'s steamer *Chingoo*, from Glasgow and Liverpool, passed the Canal on the 14th inst., and may be considered due at Singapore on or about the 2nd prox.

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.	DEPARTURES.
<i>Karlsruhe</i>Steamer, for Shanghai.	<i>Taiwan</i>" " " " " "
<i>Rongkai</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Pra C. C. Kiao</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Hohemollern</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Victoria</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Sydney</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Douawenge</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Piccola</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Italy</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Norona</i>" " " " " "	<i>Taiwan</i>" " " " " "
<i>Columbus</i>	

Intimations.

SERRAVALLO'S
FERRUGINOUS QUININE,
THE GREAT AUSTRIAN TONIC
OR
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 22nd May, 1896. [185]

FINEST JAPANESE COTTON CRAPES
AND
SILK GOODS.

Every Variety in Colour, Stripes and Figures.
ORDERS
EXECUTED WITH CARE AND PROMPTITUDE.

SAMPLES are to be seen at
THE HITSUI BUSSAN KAISHA,
No. 8, Queen's Road Central,
Hongkong, 24th April, 1896. [144]

HONGKONG TIMBER
YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
Always on Hand.
L. MALLORY,
Hongkong, 24th June, 1896. [40]

AMERICAN SYSTEM
OF
DENTISTRY
AT
62, QUEEN'S ROAD CENTRAL
CHADWICK KEW,
(LATE OF POATE & NOBLE.)
Hongkong, 31st March, 1896. [15]

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1896. [145]

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

WONG TAI-FONG,
Surgeon Dentist,
(Formerly attached to the Hospital,
and lately
assistant to Dr. Rootes),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel),
CONSULTATION FREE.
Hongkong, 27th July, 1896. [140]

E. C. GRAMMONT
PONT DE CHERUI (1896), FRANCE.

MANUFACTURE OF
SEMI-FINE & IMITATION GOLD & SILVER
WIRES, LAMETTES, COPPERFOLDS, LACES,
BRAIDS, SPANGLES, &c., &c.

Cables & Wires
FOR ELECTRICAL PURPOSES.
SUBMARINE CABLES.
Apply to Messrs.
BODWELL, CARLILL & Co.
Agents for M. OPPENHEIMER & Co., Paris.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the Captain, nor the Owners, will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:—
BRAMMAR, Brt. str., Porter—Butterfield & Swire.
INVERARY, Brt. str., Piper—Wiel & Co.
LUCY A. NICKELS, Amer. str., Nichols—Renter, Brocklebank & Co.
MASCOTTE, Brt. str., Ross—Bradley & Co.
MOUNT LEBANON, Brt. str., Moles—Shewan & Co.
VIOLETTY, Brt. str., Martin—Chalmers.

Intimations.

SUMMER REQUISITES.

CITRATE MAGNESIA SEIDLITZ POWDER.
ENOS' FRUIT SALT.
RASPBERRY CITRATE. WATKINS' SALINE.
FRUIT SYRUPS.
LIME FRUIT JUICE. LIME FRUIT CORDIAL.
FRUIT TABLETS.
PERFUMERY. DISINFECTANTS.
SPONGES. CHAMPAGNE BITTERS.
PEACH BLOSSOM SOAP.

FROM
WATKINS & Co.'s APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND
"ANTIPYRINE."
(DOSE FOR ADULTS 15 TO 35 GRAMS TROV)
Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL,"
Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S
"MIGRAINE,"
(ANTIPYRINE—CAFFEINE CITRATE)
Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the
CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!
[84]



Apply to JOHN D. HUTCHISON, Esq., Hongkong,
Agents for M. OPPENHEIMER & Co., Paris.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—
awarded the highest Prizes at every Exhibition,
and for Voltaire and Sohn's
CELEBRATED OPEN A CLASSES
MARTIN GLASS AND CYCLES.
Nos. 54 & 56, Queen's Road Central. [137]

MSE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 17,
Sea-Horse Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 27th September, 1896. [141]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"
Captain Stalker, will be despatched as above
on SATURDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd May, 1896. [835]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TELEMON,"
Captain Purdy, will be despatched as above on
FRIDAY, the 31st June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st May, 1896. [848]

"RICKMERS" REGULAR LINE OF
STEAMERS.

FOR MARSEILLES, ANTWERP, BREMEN
AND HAMBURG.

(Taking Cargo at through rates to RED SEA
PORTS, MEDITERRANEAN AND BLACK
SEA PORTS.)

THE Company's Steamship

"DEIKE RICKMERS,"
Captain Selge, will be despatched as above on
FRIDAY, the 31st June.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 22nd May, 1896. [791]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"
Captain Thomson, will be despatched as above
early in June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd May, 1896. [774]

For NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SOCOTRA,"
Rohde, Master, will be despatched as above
early in June.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [815]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Steamship

"SHANTUNG,"
Captain Farrington, will be despatched TO
MORROW, the 27th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st May, 1896. [811]

JAVA, CHINA JAPAN LINE OF
STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS
(Subject to Alterations).
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOI, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. *Fidellat* ... 1 To JAVA ... 1 May.

S.S. *Germonda* ... 1 To JAVA ... 1 June.

S.S. *Cassius* ... 1 To JAVA ... 1 July.

S.S. *Cassius* ... 1 To JAPAN ... 1 June.

S.S. *Fidellat* ... 1 To JAPAN ... 1 July.

S.S. *Germonda* ... 1 To JAPAN ... 1 August.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 22nd May, 1896. [801]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"AMARA,"
Captain D. Smith, will be despatched as above
on TUESDAY, the 2nd June, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st May, 1896. [865]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A" American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 22nd May, 1896. [762]

FOR NEW YORK.

THE 3/3 L.T. American Ship

"LUCIE,"
Ballard, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, &c., apply to
CARLOWITZ & Co.,
Hongkong, 22nd May, 1896. [763]

FOR SAN FRANCISCO.

THE 100 A L. British Ship

"SOCOTRA,"
Rohde, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [815]

FOR NEW YORK.

THE 3/3 L.T. American Ship

"LUCIE,"
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CARLOWITZ & Co.,
Hongkong, 22nd May, 1896. [763]

FOR SAN FRANCISCO.

THE 100 A L. British Ship

"SOCOTRA,"
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For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [815]

FOR NEW YORK.

THE 3/3 L.T. American Ship

"LUCIE,"
Ballard, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, &c., apply to
CARLOWITZ & Co.,
Hongkong, 22nd May, 1896. [763]

FOR SAN FRANCISCO.

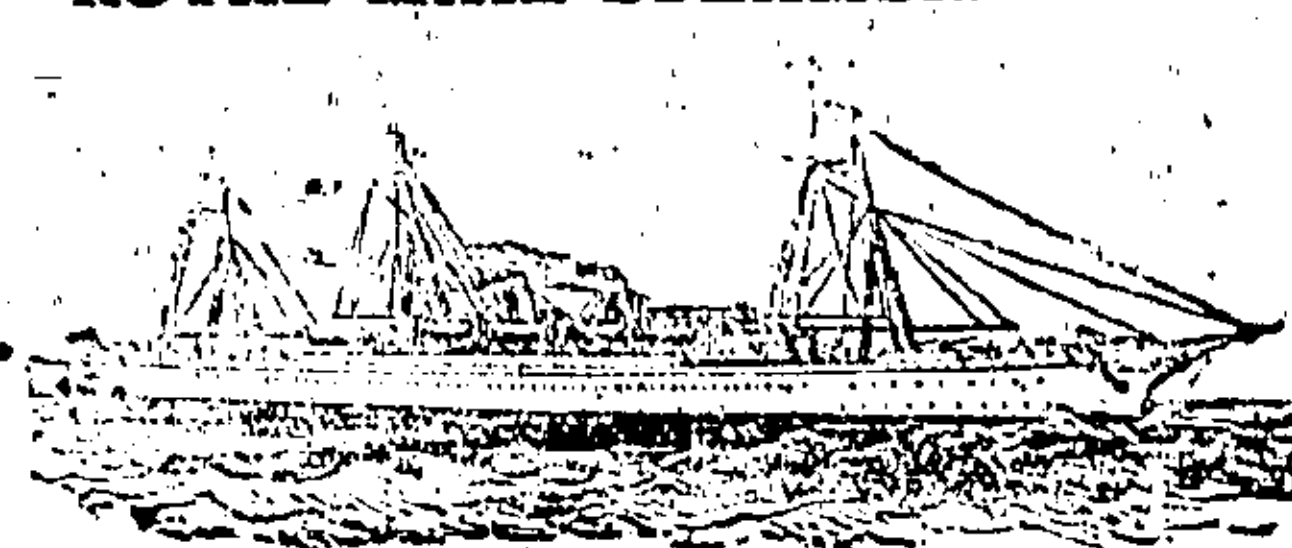
THE 100 A L. British Ship

"SOCOTRA,"
Rohde, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 21st May, 1896. [815]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 1st July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddis Street. [13]

Hongkong, 20th May, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
lulu) ... Sunday, 30th May,
at Noon.

Doris (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
lulu) ... Tuesday, 16th June,
at Noon.

Belge (via Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
lulu) ... Saturday, 4th July,
at Noon.

THE Company's Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on SATURDAY,
the 30th May, 1896, at Noon. Connection
being made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PASSENGER PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo despatched
to points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 13th May, 1896.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS AND
GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMAN'S BATHING, GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR-SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [43]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT.
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 23rd June.

Prinz Heinrich ... Tuesday ... 21st July.

Sachsen ... Tuesday ... 18th August.

Bayer ... Tuesday ... 15th Sept.

Prinz Heinrich ... Tuesday ... 13th Oct.

Prinz Heinrich ... Tuesday ... 10th Nov.

ON TUESDAY, the 23rd day of June,
1896, at 9 A.M., the Company's Steamship
"PRINZ HEINRICH," Captain —, with
MAILS, PASSENGERS, SPECIE AND CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON on
SATURDAY, the 10th June. Cargo and Specie
will be received on board until P.M. on MONDAY
the 22nd June, and Parcels will be received at
the Agency's Office until NOON on MONDAY, the
22nd June. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 26th May, 1896. [875]

Hongkong, 26th May, 1896.

Hongkong, 26th May, 1896.

Hongkong, 26th May, 1896.

Hongkong, 26th May, 1896.

Hongkong, 26th May, 1896.

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Hongkong, 26th May, 1896.

Hongkong, 26th May, 1896.

Hongkong, 2